PLAINT OF THE CATTLE MEN

Senators Vest and Plumb Talk Bitterly of What They Call a "Cattle Syndicate,"

Which They Claim Fixes the Price of Live Stock and Defrauds Growers of Millions of Money-The Tariff Debate in the House.

WASHINGTON, May 3 .- Among the bills reported and placed on the calendar, unless otherwise noted, were the following:

The Senate bill to retire certain disabled offizers of the army; the House bill authorizing the President to retire Alfred Pleasanton, with rank of colonel: the House bill authorizing the construction of railroad bridges across Trail creek at Michigan City, Ind.; House bill for promotion of army officers after twenty years' continuous service in one grade (a minority dissenting); the Senate bill granting to the Oregon Railway & Navigation Company the right of way through the Nez Perces Indian reservation; the House bill to restore to the public domain part of the Utah valley Indian reservation in Utah.

Mr. Stewart introduced a bill to execute the stipulations of the new Chinese treaty, which was referred. It absolutely prohibits, after ninety days from its passage, the entry of Chinese laborers or laborers of Chinese descent. wherever they may have been born, excepting only such as were, at the date of the treaty, or shall be ninety days after the passage of the act in the United States who may leave the country, having a right to return in pursuance of the terms of the treaty, and such other Chinese laborers as may enter the country for transit across the United States. The last mentioned class are permitted to enter only at the ports of San Diego, San Francisco, Portland, Ore., Boston, New York and New Orleans. It is made a misdemeanor, punishable by fine and imprisonment, for the master of a vessel to bring in any Chinese laborer not lawfully entitled to entry. The Secretary of the Treasury is empowered to make such regulations as he may see fit to secure the rights of Chinese persons named in Articles 2 and 3 of the treaty, and to protect the United States against the coming and transit of persons not entitled to the benefit of said articles. He is authorized to prescribe the form of the certificates to be issued and to require the deposit of the photograph of the person to whom the certificate is issued. False personation of the individual named in a certificate is made punishable by not more than \$1,000 fine or five years' imprisonment. Chinese persons found unlawfully in the United States may be arrested, and upon conviction may be returned to the country whence they came, the expense of the proceedings being chargeable against the parties who brought them in. Diplomatic and other officers of the Chinese government are exempted from the act. State courts are prohibited from admitting Chinese to citizenship.

The Senate then resumed consideration of the railroad land-grant forfeiture bill, the question being on the amendment offered yesterday by Mr. Hoar. Mr. Hoar withdrew his amendment. with the explanation that Mr. Palmer desired to offer one which would accomplish what he [Mr. Hoar] intended to accomplish and some-

Mr. Palmer thereupon offered an amendment providing that the act shall not be construed to prejudice any right of the Portage Lake Canal Company, or the Ontonagon & Brule River railroad, or anybody claiming under them, to apply hereafter to the courts or to Congress for any legal or equitable relief to which they may now be entitled, nor to prejudice any right of forfeiture or recovery of the United States in respect of any of the lands claimed by such companies, nor to prejudice the right of any person claiming adversely to said companies or

After a long discussion, participated in by Senators Spooner, Berry, Palmer, Dolph, Teller and Call, the bill went over without action on the amendment, and will be taken up to-morrow at the close of the morning business. The Senate then resumed consideration of the bill for the establishment of a bureau of animal

industry and to facilitate the exportation of live

stock and their products.

Mr. Palmer addressed the Senate in support of the bill, and had read various communications "to show the animus of the opposition to the bill," which was, he said, "machine work right through." The general idea conveyed was that the opposition came from the existing bureau of animal industry. In conclusion, be expressed the hope that the bill would pass. If it did not, he would have the satisfaction of having ac-

quitted himself of his duty: Mr. Vest said that if one-tenth of what was stated in the correspondence which had just been read was true, the Commissioner of Agni-culture should be hurled out of official life, difgraced and dishonored. If the Commissioner had used his official position to defeat or advance legislation, he was unworthy to be a messenger in, much less the head, of that great department But he [Mr. Vest] did not believe these statements. He had been diligently searching for the truth all through the labyrinth of speeches and literature on this subject. He could not support the bill. He proceeded to speak of what he called "the cattle syndicate," and said that the people were helpless and within its power. It was the most terrible tyranny ever exercised. There were five men or firms in the city of Chicago which regulated the price of cattle every day. They met every night and fixed the price for next day. The Missouri farmer who found from the market quotations that cattle were 3 and 34 cents a pound, shipped his cattle to Chicago, but when he got there he found that the syndicate had put beef down to 2 and 2 cents. He could not store his cattle, as they would be diminished every day in weight and quality, and so he was coerced to sell. He went to an agent of Armour's and was told that the price was 24 cents; he went to another Armour acent and got the same answer. He was met all over the city and he had to take it. So that these men owned the cattle-raiser's property and confiscated it as if they possessed the right to take it from his farm without paying him one cent. "Talk," said Mr. Vest, "about trusts, talk about pools; the cattle pool of Chicago is the most infamous tyranny that ever existed in the United States. They have got their collar on the cattle-producers of the entire West. And I know no remedy for it. The statesman who would invent the remedy would deserve a monument more enduring than the Capitol. He would

perform the highest benefaction on the people

of the Northwest and on the cattle-raisers of Mr. Plumb had also something to say on the same subject. In his opinion the worst combination of the country was the combination of beef and pork-packers having its headquarters in Chicago. There was no trust or combination, the Standard Oil Trust, the sugar trust, the copper trust, or any other trust, that had so powerful or so baneful an influence as that combination. For years the prices of cattle to the producers had been going down. They had gone down, he thought, 50 per cent. In the same time the prices of meat to the consumer had gone up, and every single dollar of the difference had gone into the pockets of that combination. So perfect was their control that they knew absolutely not only how many cattle were to arrive each day in Chicago, but over what roads they were to come, where they had been shipped from, their character, and the men who shipped them. When the cattle reached Chicago the syndicate's representative was sent to view them, to put a price upon them; and that was the price at which they had to be sold unless it was made lower. No cattle commission man dared to set up for himself in Chicago. His occupation would be immediately gone. Under the operation of this trust the prices of cattle had declined unnecessarily and destructively. It was safe to say that on every steer of three years old and upwards raised west of the Mississippi river during the past five years, the market value had been, by this combination, reduced not less than \$10 a head. The damage to the State of Kansas alone during that period of time had been more than \$40,000,000; and the wealth of the syndicate had grown proportionately. They had a committee here now, having in their pockets the money of this "stock ring," to get Congress to give them control of the question of cattle quarantine. With that control Chicago would be made "open water," and St. Louis could be quarantined against. Practically, there was the same influence in St. Louis and in Kansas City. This "combine" had allies in the railroad managers. They had alties in the railroads. They had made railroad officials partners in their stockyards, partners in their feeding stations, and had given them "seeps" out of all the profits derived by them from the time the cattle were shipped until they reached the abattoir in New York or elsewhere. Step. by step they had come to the final condition where they actually fixed the prices of cattle just as though they were the men who raised them, and were the only persons in the world who did raise them. When he considered that they then proposed to have Congress rivet the final chain on the cattle industry in their be-half, he was lost between admiration and indignation at their audacity. He believed that the Commissioner of Agriculture would do as well parilia. which tones and struct the powers given in the bill as anybody and gives a good appetite.

Sarsaparilla. "100 doses or would trust him a thousand-fold before he would of this peculiar medicine.

trust anyone in the "combine." He believed in giving to the Commissioner of Agriculture all the powers proposed to be given to the commis-sion, and would not vote for any measure that would detract from the power and dignity of

that department. Mr. Blair looked upon the commission to be appointed under the bill as a body far better fitted to exercise the tremendous powers conferred in the bill; as a body far more likely to exercise these powers properly, and to resist the malign, secret influence alluded to by the Senator from Kansas, than the subordinate officials of the Department of Agriculture.

The matter then went over, and the House amendment to the Senate bill establishing an additional land district in Oregon was con-After an executive session, the Senate ad-

journed till Monday.

The Tariff Debate in the House. WASHINGTON, May 3 .- On motion of Mr. Bynum. of Indiana, a Senate amendment was concurred in to the House bill providing for the purchase of additional grounds and for the improvement of the postoffice at Indianapoits. The amendment increases the appropriation from \$125,000 to \$150,000.

On motion of Mr. Rogers, of Arkansas, a Senate bill was passed authorizing the construction of a railroad bridge at Little Rock, Ark. Mr. Belmont, of New York, presented, and the House adopted, the conference report on the joint resolution accepting, on behalf of the United States, the invitation of the French to take part in the international exhibition to be held in Paris in 1889. The commissioner representing the United States will receive a salary of

The House then went into committee of the whole-Mr. Springer, of Illinois, in the chair-

on the tariff bill. Mr. Wilson, of West Virginia, a member of the ways and means committee, said that the opponents of the bill represented the isssue to be between free trade and protection. It was rather an effort of the people to recover the right to tax themselves. In discussing the question of rates of wages, Mr. Wilson referred to the remarks of Mr. Allen, of Massachusetts, as to the prosperity of the wage-earners of Lowell. He wanted to compare, he said, the condition of the Lowell operatives under the Walker tariff and their condition under the present tartariff, he quoted from Dickens's "American Notes" an extract highly complimentary of the prosperity and intelligence of the workingmen and women of Lowell; and to show the reverse of the picture he quoted an extract from Pig-eon's "Old World Questions and New World Au-swers," in which the condition of Lowell operatives is drawn in dark colors.

Mr. Allen, of Massachusetts, said he would like a few moments to give the gentleman some information in regard to the city where he bad spent his whole life, to refute the statements of an English free-trader. Mr. Lodge, of Massachusetts-Did I understand the gentleman to say that the passage he quoted from Dickens's "American Notes" re-

ferred to Lowell under the Walker tariff?"

Mr. Wilson-About that time. Mr. Lodge-The "Notes" were published in 1842, four years before the Walker tariff came into existence. [Applause and laughter.]
Mr. Wilson—I have not the exact date of publication; but the tariff of 1842 was not half of the rates of the tariff of 1888. [Applause.] Mr. Wilson, continuing, said the gentleman from Massachusetts. [Mr. Lodge] had written the life of Alexander Hamilton, and he wanted to bring the gentleman's recollection to the following extract written by him before politics had taken possession of him: "In the year 1791 Hamilton was a protectionist; at the present day he would probably be foremost in urging a revision of the tariff." [Applause and laughter.] Mr. Lodge was glad that the gentleman had

read the passage, for he had not changed his Mr. Wilson (reading): "He (Hamilton) would now be a moderate protectionist, but not one of those who support heavy duty in order to furnish to industries already firmly established, a protection which accrued solely to the benefit of the manufacturer and no one else." [Laugh-

"That," commented Mr. Wilson, "was written since 1842." [Laughter.] Mr. Lodge—What is the date of that book?

Mr. Lodge-The copyright date? Mr. Wilson-1882. Mr. Lodge-That was before the revision of

[Renewed laughter.] Mr. Wilson-When that was written the average tariff in this country was 42.65 per cent., and now it is 47.1 per cent. In arguing that the tariff did not regulate the price of labor he contrasted the prices paid in the same line of em-ployment, and stated that as a result of that contract a man in Maine was only worth twothirds of a man in Connecticut.

Mr. Boutelle, of Mrine, inquired how high the wages of farm laborers were in West Virginia. Mr. Wilson-They are not as high as they would be if we had the protection off. |Ap-

Mr. Boutelle-I want a candid reply, or I want to have the gentleman retreat ignomini ously from the question. Mr. Wilson-I cannot yield for a speech; but I accept the gentleman as a full explanation

why a man in Maine is worth only two-thirds of a man in Connecticut | Laughter and ap-Mr. Boutelle reiterated his question, but Mr. Wilson declined to answer it, and continued his speech. In conclusion he said:

This fight will go on. There will be no industrial peace in the country until the tax laws are established on a basis fair to all. [Applause.] We will keep the country rocking from ocean to ocean until we secure justice and fair dealing among all the citizens. You may strike down that tribune of the people at the other end of the avenue, who, putting aside all ideas of prudence, spoke out the ringing summons that rallied the people as nothing else ever did. You may strike down the leaders of this fight as you struck them down in the last Congress, and the previous Congress. Those who hold the standard may fall, but other hands will take it up and move forward. The spirit of our intelligence is here move forward. The spirit of our intelligence is behind us. The spirit of liberty is behind us. All we can hope for the destiny and greatness of this country urges us forward; and in the language of our Speaker,
"Whoever may falter, whoever may fail, the people of
the country mean its glorious destinies shall be preserved; that they shall be transmitted unimpaired to sterity; that the country shall not belong to nopolists on the one hand or to communists on the other, but shall be, as it was designed to be, of the people, for the people, and by the people."

As Mr. Wilson concluded he was rapturously applauded by his party friends, while many Republicans joined in the compliment, and amid cries of "vote," members crowded around Mr. Wilson and warmly congratulated him upon his

Mr. Dingley, of Maine, spoke against the bill, and Mr. McKinney, of New Hampshire, in its favor. The committee then rose. The House passed, with amendments, the Senate joint resolution provididing that certain laude in Mississippi, Alabama and Arkansas shall be sold as offered lauds.

Death of F. M. Thayer. Francis M. Thayer, Deputy Treasurer of State, died at 8 o'clock yesterday morning, at his residence, No. 188 North Illinois street. He

had lingered at death's door for some days, and his sickness had been long continued, being a complicated affection of heart and stomach. Mr. Thayer was born in Charleston, S. C., July 23, 1832. He came to Indianapo lle in 1840. On Jan. 3, 1885, he married Miss Mary E. Thorp, of Centerville. He removed

to Evansville in the spring of 1858, and was connected with the Evansville Journal as managing editor for twenty-five. years. He was appointed postmaster at Evansville by President Grant in 1877, and re-appointed by President Garfield in 1881. He left Evansville for Portland, Ore., in 1883, and was managing editor of the Portland Daily News until 1886, when he returned to Indianapolis. When Captain Lemcke was elected Treasurer of State he was appointed principal deputy, which place he held until his death.

Mr. Thayer, when a young man, attended college at Asbury University, but did not graduate. He had also learned the printing trade in his youth. He was a man of ability, of engaging manners, and made many friends. He was amiable and kind-hearted in private life, and courteous and obliging in his official duties. The body will be taken to Evansville to-night for burial, attended by the family, of whom four of his children are from a distance-Mr. William Thayer, of Chicago; Oscar, of Portland, Ore.; Arthur, of the regular army, and Mrs. Cora Walker, also of Portland.

An Incongruous Picture.

To the Editor of the Indianapolis Journal: In a show-window on Washington street throngs of people saw this incongruous combination yesterday. First there were two pictures, one representing the battle of Gettysburg, the other the battle of Shiloh; above this was a large photograph of the soldiers' monument, and towering above all these suggestions of patriotism and fidelity to truth and right-what? A large bust of Thomas A. Hendricks! Truly the historical lecture course of Mr. Ingalls has begun none to soon.

THAT tired feeling, so subtle and yet so overpowering, is entirely overcome by Hood's Sarsaparilia. which tones and strengthens the system and gives a good appetite. Be sure to get Rood's Sarsaparilla. "100 doses one dellar" is true only AFFAIRS OF THE RAILWAYS.

A Big Contract. The Indianapolis car-works have been awarded the contract for building 2,000 gondola cars, 60,000 pounds capacity. It is said that this is the best contract that has been placed with any car-works in this country this year, and the works get good prices. With the work now on hand it assures that the car-works will be in operation through the entire year. President Millard has other contracts which he is looking after, some of which he is quite sure of securing. The 2,000 cars are for the Atchison, Topeka & Santa Fe, for which road the works have just completed a contract of 1,800 box and 700 flat cars. It is gratifying to note that the class of cars built at the Indianapolis works has an excellent reputation. Those built for the New York & New England road six years ago are now in good condition and are out-wearing cars built by other works.

Big Purchase by the Canada Pacific. CHICAGO, May 3 .- An evening paper says: "It is announced in railroad circles to-day that the Minneapolis & Sault Ste. Marie, the Minnespolis & Pacific, and the Aberdeen & Bismarck railroads, recently consolidated, have been sold to the Canadian Pacific, and that that road would assume control. The negotiations, it is learned, have been pending for some til , but nothing has before leaked out. The cadian Pacific has secured control of a majority of the stock and will make a connection at Bismarck from their line, thus giving them a great transcontinental line. It is announced that they will proceed at once to put the road-bed in firstclass condition and put on magnificent through trains to Boston. While not known here yet, persons on the inside figure that it will be a great 'boomer' for Minneapolis, and make that city the commercial center of the Northwest."

Not Worried by the Decision. Henry Monett, general passenger agent of the New York Central road, wired D. B. Martin, general passenger agent of the Bee-line, yesterday, as follows: "The Pullman company will undoubtedly claim a great victory over the Wagner Palace-car Company on account of the decision of Judges Gresham and Blodgett, rendered on Wednesday, grarting a temporary injunction in favor of the Pullman company against the use of the vestibule platforms by the Wagner Car Company. The decision will require that we make but slight alterations, which can be made at a trifling expense, leaving the vestibule care of the Wagner Palace-car Company in service over the Vanderbilt lines practically as they were before the decision."

Personal, Local and State Notes. The Lake Erie & Western earned in the month of April \$148,412. Increase over 1887, \$11,211. Lafayette is one of the best passenger stations on the C., I., St. L. & C. road. The receipts of ticket agent Miller in April amounted to \$4,765.

The Lake Erie & Western is making extra exertions to build up local traffic by putting n spur tracks. Already a dozen or more have been put into manufactories.

Freight rates are now better maintained, it is stated, than at any time in many years, but, unfortunately for the roads, there is but little freight which pays equal profits with those of ast year.

The Brotherhood of Railroad Brakemen are

bolding an important meeting at Pittsburg. Indianapolis roads are well represented, and it is expected the session will not close before Satur-The work of cutting down the grade of the Terre Haute & Indianapolis road at Seeleyville has been resumed. A steam shovel and con-

struction trains are to be kept at work through C. M. Burt, formerly a Bee-line man, has been appointed chief rate clerk in the office of Assistant Commissioner Pierson, of the Trunk-line

Association, vice O. P. McCarty, who has gone on to the Baltimore & Ohio road. W. Steigelman has been appointed agent of the Vandalia at Marshall Crossing, making the seventh man who has taken this position in the last eighteen months. There is a supersti-

East-bound passenger rates out of Chicago are again becoming demoralized. The Chicago & Atlentic is given a differential on Boston business of \$2. The Chicago & Grand Trunk says that unless it is given a like differential it will begin the slaughter of rates.

tion regarding this station that it is haunted.

Weather signals are displayed on both sides of the baggage-cars on the Cincinnati, Indianapolis, St. Louis & Chicago road on trains runping between Cincinnati and Chicago. The signals, when a change is necessary, are put up at Cincinnati, Indianapolis and Chicago.

The decision of the Interstate Commission, to the effect that joint tariffs, as well as local tariffs, must be made public, is doing more to maintain rates than any previous step the com-mission has taken. The order has been in force but a short time, but good results are already

General freight agents look for an improve-ment in earnings with Indiana and Illinois roads, now that the Chicago, Burlington & Quincy and its connections have advanced rates in Illinois to those fixed by the Railroad Commission of that State. This is an advance of from 16 to 15 cents on a portion of their Illinois local busi-All the western lines are carrying a great

many immigrants. Tuesday the arrivals in New York were the largest in any day for many years, reaching 4,612. The arrivals last week were 18,034. The biggest record of any week in 1887 was 15,000. Just now the Erie lines seem to be handling more of this class of travel than their competitors.

One who is in a position to know the facts says that the improvements which the Union Railway Company are making in this city will cost \$500.000 more than expected when the work was undertaken. He says that the Union Station, the train sheds, the system of tracks, and the property it was necessary to purchase will cost fully \$1,500,000.

Thomas Rodd, superintendent and chief architest of the new Union railway station, was in the city yesterday. His running over from Pittsburg does not mean that the work is to be hastened any, as usually when he does come he orders so many changes made that they are barely completed before he returns to see what progress is making on the work.

The longest tunnel in the world is the one at Schempitz, Hungary. It has a length of 10.27 miles-one mile longer than the St. Gothard. and two and one-half miles more than the Mont Cenis tunnel. When the contract was made, in 1872, the work was let at about \$35 a yard, but for some years before its finish, a little while ago, the cost was about \$110 a yard.

The feeling prevails among freight men that the conditions are favorable for a fair business this month. There has been a large amount of grain sold for May delivery, and the premium which corn now commands over the deferred months will induce shippers to sell all their country holdings and rush the corn forward. The live stock movement is also expected to be

Time is demonstrating that giving roads differentials on freight is much more expensive and important in its results than allowing differentials on passenger traffic. Shippers are not so particular about getting freight through at a certain day or hour as a passenger is to reach his destination. Consequently, giving differentials on freight business will hardly become the method of settling rate troubles.

The citizens of Brazil, Ind., who want a new depot at that point so badly would do well to bear in mind that most railroad managements are induced to make such improvements sooner by kind words than through abuse. President McKeen may be a little slow about making such improvements, but when the right time comes be will surprise the Brazilians by building a station of which they may be proud.

The eight clubs in the Base-ball League will this season travel 15,736 miles, and pay for such transportation \$31,452.40. The contract which has been made for the eight clubs for the season covers the following roads: The Cincinnati, Indianapolis, St. Louis & Chicago, the Pennsylvania lines east and west of Pittsburg, the Michigan Central, the Wabash, the Lake Shore, the New York Central, the Boston & Albany and the New York & New England. On some but a small mileage of road is made, the Lake Shore, for instance, carries them but sixty-five

An observing rathroad official yesterday remarked that a reform was in progress as regards rate wars. Stockholders have become tired of the manner their general officers have been running things and bereafter they will be called to an account for their shortcomings in this direction. Flimsy excuses, be said, would no longer be taken. He knew of two boards of directors of the most important roads in the country which had taken very strong grounds regarding this rate-cutting business, and if the officers stay on those reads there would be much less rate-cutting in the future than there has

been in the past Calvin Brice, president of the Lake Erie & Western road, who has been in the West tor some days, has reached home, and he reiterates what he recently telegraphed East as regards this property—"that he is fully satisfied with the condition of the Lake Eric & Western and its Peoria extension just opened. The latter

will in a few weeks be used as a part of a new through line from the seaboard to the far West. For such through business the Peoria extension is admirably situated, and the business originating at Sandusky from the lake lines, the Vanderbilts and other railroads, will be handled by the Lake Erie & Western and the Chicago, Burlington & Quincy in very satisfactory time compared with that made by the routes includ-

MINOR CITY MATTERS.

To-Day's Doings. A. R. RECEPTION OF COMMANDER-IN-CHIEF REA-Tomlinson Hall, evening. REPUBLICAN PRIMARIES FOR JUDICIAL CON-

VENTI N-7.30 o'clock, evening. GRAND OPERA-HOUSE-Morris's Equine-canine Paradox, afternoon and evening THE MUSEUM-Florence Bindley, afternoon and May Events to Occur.

Saturday, 5 -- Republican judicial convention; Democratic county central committee.

Monday, 7.-A. M. E. General Conference.

Tuesday, 8.-Indiana Millers' Association; special exercises of Order of Iron Hall.

Wednesday, 9.-Annual art exhibition; Mendelssohn

Saturday, 12-Democratic judicial, joint representtive and senatorial conventions. Tuesday , 15-State convention of Woman Suffrage Monday. 21-Convention of Commissioners of Laor Statistics.

Tuesday, 22-Grand Lodge F. and A. M.; Grand Thursday, 24.—Fly-fishermen's tournament.
Saturday, 26.—Anniversary of the Indianapolis Orphan Asylum. Wednesday, 30-National convention of Prohibi-

Local News Notes. Marriage licenses were issued yesterday to William Cole and Mary Buckner, Charles A. Allison and Frankie Perkins, George Taylor and

Kanmacher & Denig received \$6,000 on part of their final estimate on the State-house contract. For the balance a certificate of \$92,000 was taken by them.

Warden Patten, of the southern prison, has filed his report in the Auditor of State's office, for the quarter ending the last of April. The receipts were \$18,902.34, and expenses \$17,724.78. The Physic-Medical Association has elected the following officers for the ensuing year: President, Dr. George Hasty; vice-president, Dr. E. Anthony; secretary and treasurer, Dr. A.

While tearing sway an old bridge on Lord street, near the oil tank, last evening, some workmen found a well-developed infant that had evidently been killed and placed there a few days before. The coroner was notified and he will make an investigation.

At the annual meeting of the Indiana Iron-molders' Union, just closed in this city, the following officers were elected: President, M. J. Farrell, of New Albany; secretary, John Shirley, Evansville; treasurer, Robert F. Emmett. Indianapolis. The union now has a membership

Personal and Society. Mr. and Mrs. James McKee will entertain a few friends at cards this evening. Mrs. W. P. Gallup and daughter will leave for Chicago to-day, to reside permanently. Miss E. C. Merrill, law stenographer, of Chicago, is the guest of Mrs. May Wright Sewall. Mrs. T. M. Eddy, of Chicago, is the guest of Mrs. O. H. Hasselman, not Mrs. Morris Eddy. Miss May King entertained a number of her friends last evening at her residence on North John H. Sonntag, of Evansville, clerk of the

State Treasurer, has been appointed assistant State Treasurer. Mrs. L. E. Palmer and children, of Pitteburg. are visiting Mr. and Mrs. G. L. Rittenhouse, on North Pennsylvania.

Mrs. Geo. S. Smythe, of Orlando, Fla., is in the city for a few days, en route to Minneapolis to spend the summer. W. N. Harding, chairman of the Republican county central committee, has returned from Hot Springs much improved in health.

The ladies of St. John's St. Vincent de Paul Society will give a social this evening at the residence of Mr. R. R. Shiel, on North Meridian

Mr. and Mrs. J. H. Holliday were called to Baltimore yesterday by the illness of Mrs. Holliday's father, Alexander Rieman, which has Mrs. Geo. W. Dunn, a former resident of this city, and niece of Alexander Morrison, has returned from Chicago for permanent residence. She will make her home with Mrs. Robert Alli-

son, 911 North Illinois street. A programme of choice readings will be given by Miss Emily Bingham this evening at Plymouth Church. Miss Bingham will be assisted by Mr. Will Daggett, tenor at St. Paul's, who will sung twice. Miss Bingham needs no introduction to an Indianapolis audience, as her previous appearances have placed her at the head of home talent in her specialty.

This week Mrs. Ormiston Chant, of England, is the guest of Mrs. May Wright Sewall, and yesterday afternoon the most highly educated and cultured women of the city were invited to a conversation on "English Women in Reforms," by the gifted lady. From 4 to 6 a reception was held, introducing the guests. Mrs. Chant was introduced by Mrs. Sewall, and then for an hour she held her audience completely by her subject and fine flow of language. The latter is a divine gift, and her manner of presentation won more than one to the movement in which she is so prominent a member. She cited numerous instances wherein English women bad taken hold and carried to success many good plans for improvement. Mrs. Sewall was assisted in entertaining by Mrs. James B. Black, Mrs. E. C. Atkins, Mrs. T. C. Day and Miss Louise Bright. The handsome parlors were tastefully arranged with flowers, mostly apple blossoms, filling the air with their fragrance. There were nearly two hundred guests present, and each and everyone enjoyed the rich treat prepared for them. Mrs. Chant will speak tolay at the Reformatory and Woman's Club.

WEDDINGS AT RUSSIAVILLE. Special to the Indianapolis Journas-RUSSIAVILLE, Ind., May 3.-S. P. Hollingsworth and Miss Lottie Haun were married on Tuesday, at the residence of the bride's parents in this place, Elder Frazier, of Kokomo, officiating. They will make Russiaville their home.
The nuptials of Mr. F. R. Wright and Miss Meda Leonard occurred to-night, at the bride's home, Rev. J. S. Wright, of Logansport, offi-

THE T. D. C. DANCE AT GREENFIELD. Correspondence of the Indianapolis Journal. GREENFIELD, Ind., May 3.—The annual May dance of the T. D. C., took place in Masonic Hall at this place. The hall was beautifully decorated with potted and cut flowers; the windows and doors were draped in pink and light green and the ceilings festocned in the same colors. Hart's full band occupied the stage, which was hung in lace curtains, and discoursed the most delightful music during the evening. The sides of the stage were banked in with cut flowers. Over one hundred couples were present and they "tripped the light fantastic toe" till the "wee sma' hours." At 12 o'clock a sumptuous repast was served in the parlors of M. K. Cummings, the caterer. Among those present from a distance were: Misses Florence Malott, Ella Kneiselle, Hartman, Walsh, Carrie Malott, Ward, Mattler and Johnson, Messra Coridon, Holmes, Dan and John Brosnam, Forum, W. P. Hume, Johnson and others, of Indianapolis; Miss Grace Gilpin, Winterset, Ia.; Misses Whitsell, Furguson, Mamie and Maggie Boblett, Welbourne and Morris, and Messrs Church, Bell, Wilkison and Cameron, of Knightstown; Misses Ireland Clark, Grace and Nell Taylor and Mrs. Saleners, and Mesers. Harden, Wendell, Stephenson, Silners and Arden, Mrs. Dix Saylor, and Misses Protzmann, Levenson, Neighbors, Minnie and Mote Sutton, and Messrs. Dunn, Saylor, Steinhauser, Maholm, Major and Cheney, of Shelbyville; H. E. Valentine, Columbus; Eugene Blackburn, C. E. Ginther and David Wright, Richmond; Miss May Ridpath, Greencastle; G. H. Van Fleet, Ed Powers, Marion, O.; Al Randall, Philadel-

Charged with Embezziement. Frank McCabe, for several months a collector for Hyman Bros., publishers of the Herald, has been arrested, charged with appropriating \$30 of his employers' money. It is thought that an investigation will show that his peculations are much larger than at first supposed. He will have a hearing before the Mayor to-morrow.

Reception to Commander Rea. The commander-in-chief of the Grand Army, John P. Rea, will reach the city this morning at 11 o'clock, and all members of the various posts who can do so are requested to meet at the depot fifteen minutes earlier. Commander Res will be escorted to the New Denison, and from 4 to 6 o'clock this afternoon be will there hold a reception. At 7:30 o'clock members of the posts will meet at the hotel and escort

him, under the direction of General Carnaban to Tomlinson Hall, where a welcome to the commander-in-chief will be delivered by Department Commander Vanosdol. General Rea will respond, and after that is to be followed a programme consisting, of addresses by Major Calkins, Ben L. Smith, Major Mitchell, Charles W. Lee, Past Commanders Chase and Bennett, the Marsellaise by Mrs. Anna L. Walker, songs by a quartet, and the reciting of "Good-bye Jim," by James Whitcomb Riley. The evening will close with five minute talks.

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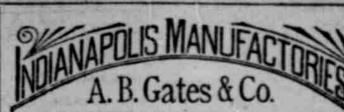
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INDIANAPOLIS, April 19, 1888.

The annual meeting of the stockholders of the Indianapolis & Vincennes Railroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., at 2 o'clock p. m., on Thursday, May 10, 1888. For the election of seven directors to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting.

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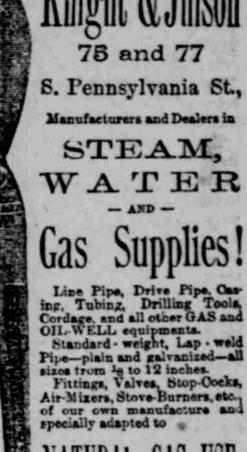
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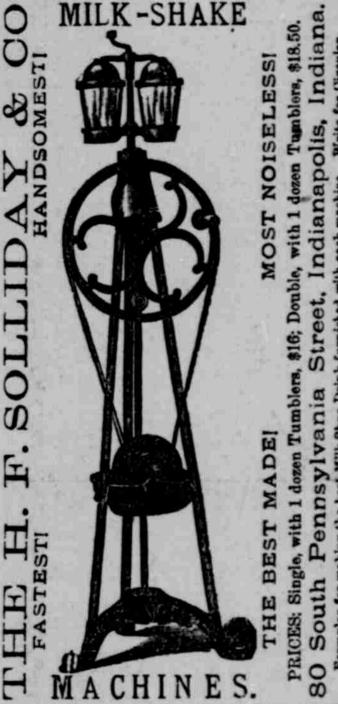
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